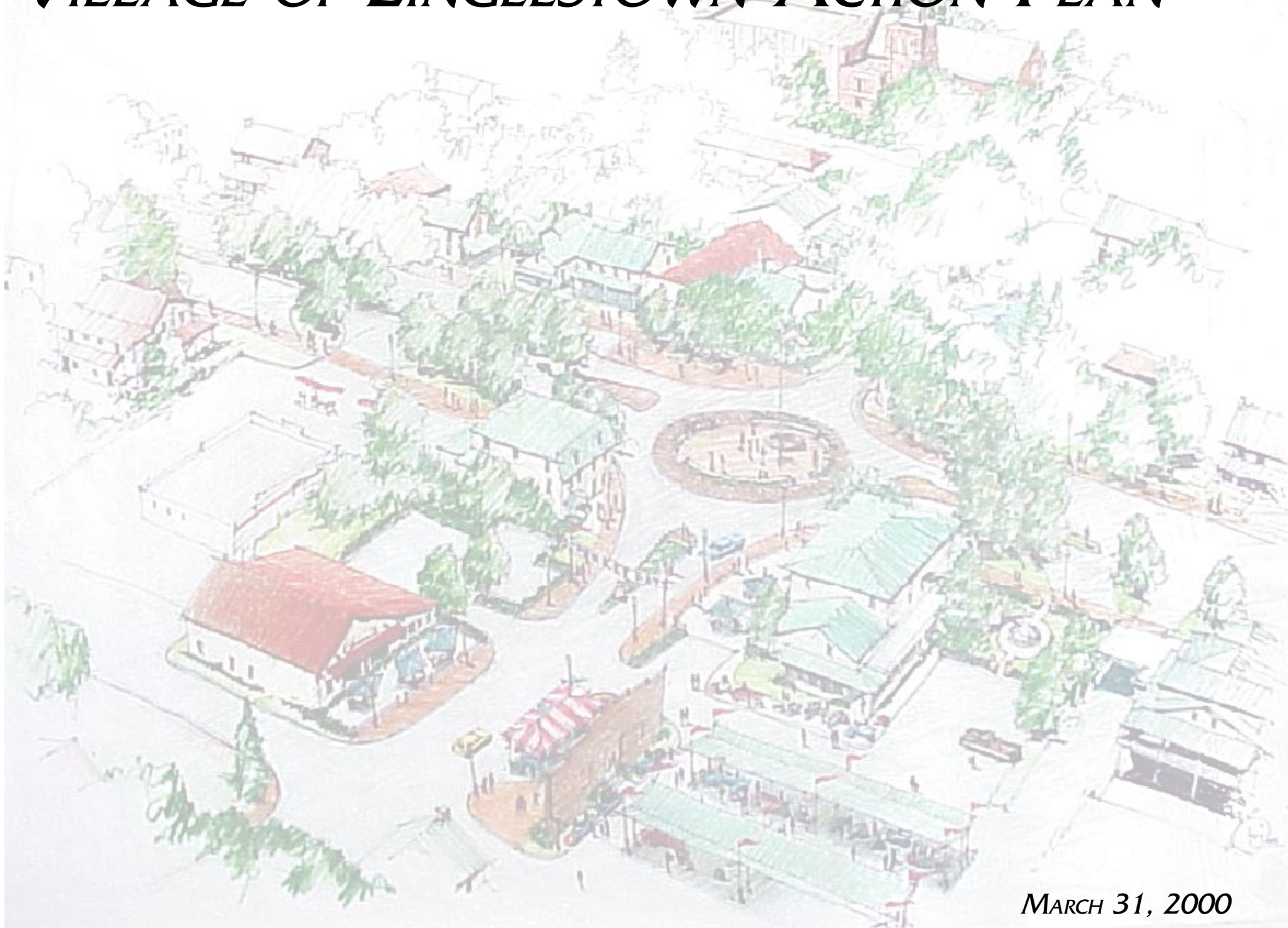


VILLAGE OF LINGLESTOWN ACTION PLAN



MARCH 31, 2000

The Village of Linglestown Action Plan

Introduction

Picture a white clapboard and stone colonial village back in 1765, one of the earliest settlements in Dauphin County. It was known as the Town of St. Thomas. As with most villages, this one grows. Over a period of 100 years farms develop. Trees are felled. Log cabins, then houses rise nearby. Some 150 years later, a flagpole is erected in its Square. A bit later an auto dealership moves in. Staging areas for 20th century highway trucks appear nearby. After World War II a new, non-town grows – the suburbs of Harrisburg. By the end of the 20th century traffic increases to 14,000 vehicles per day, often speeding through the Village. Only the flagpole, its small traffic island and some stop signs guide vehicles. Fortunately, few pedestrians and drivers are injured; but the Village's children can no longer safely walk to school. Government tries repeatedly to "improve" the area, but residents and local businesses oppose many of the plans. The Village, after 135 years, endures.

As a way to resolve issues of traffic increase, safety, and suburban sprawl, the Lower Paxton Township Board of Supervisors in 1998 appointed the Village of Linglestown Committee. Comprised of all points of view, and of Village and nearby Township residents, the Committee spent over a year assessing the situation, developing a structure and general principles by which it would study and propose solutions. It carefully and deliberately involved Village and nearby Township residents in its discussions.

The Village is a unique asset of the Township. The recommended actions contained in this document seek to enhance the safety and security of the residents and their neighbors, while preserving the

Village's character and quality of life. Carefully integrated community-based solutions are recommended for implementation.

The Action Plan is solidly grounded in state of the art techniques and concepts of community planning and traffic safety. The next step is to secure expert engineering and planning assistance to perform a feasibility study to determine precise scope, costs and schedules for these ideas.

History of the Committee

The Committee inherited an active history of public concern for Linglestown Village. This Township has seen robust and public debate regarding the traffic and development issues of the Linglestown Square. In particular, the 1990s have seen public and legal contention over the appropriate solution to mounting traffic congestion.

Consequently, in 1998, the Lower Paxton Township Board of Supervisors proposed a larger, multifaceted group to act as the Village of Linglestown Committee. The Board reappointed the group in the year 2000. Virtually all interests were represented on the group -- both pro- and anti-development -- those particularly concerned with traffic safety, and those concerned primarily with historic and quality of life preservation, those whose families have lived here for generations and newcomers, local businesses and local residents as well as Township residents who pass through the Village on their way to neighboring areas.

The Committee met on a monthly basis for well over a year, often breaking into subcommittees to execute particular projects. Deliberations included internal reports and presentations by visiting experts. The Committee gathered information regarding traffic safety, local traffic data, land use, history and economic activity. It studied planning, traffic and other data, listened to experts, and read reports. The Committee talked informally with neighbors, undertook a formal, public planning process that surveyed residents and businesses, and brought over 200 residents and businesses together with experts in a community planning “charrette.” Finally, the Committee presented the draft of the Action Plan at a public meeting for community comment and review.

Mission and Goals Statement of the Committee

The mission of this Committee, approved by the Lower Paxton Township Board of Supervisors, is to develop and propose to the Township Board of Supervisors those measures which the Board could take to improve the quality of life within the Village of Linglestown Area, particularly with reference to traffic flows.

The Board also approved the following goals and objectives for the Committee:

Goals:

1. Improve the quality of life for Township residents who live in, visit or pass through the Village Area.
2. Move traffic safely through the core Village.

By “quality of life” we mean:

- a. Health and safety;
- b. Small town experience;
- c. Economic activity;
- d. Attractive streetscape;
- e. Historic features;
- f. Aesthetics; and
- g. Public infrastructure.

Objectives:

Preliminary, measurable objectives relating to specific areas of focus include:

1. Produce reports embodying our recommendations.
2. Publish a newsletter and web page.
3. Produce the following documents:
 - a. An options list/report;
 - b. A Village Area survey;
 - c. A Village development plan;
 - d. A traffic plan;
 - e. A list of engineering and construction measures; and
 - f. A list of regulatory measures.
4. Produce a Village Area comprehensive plan, or list of measures, to present as part of a report.
5. Secure the approval and support for the Village Area comprehensive plan from:
 - a. Community leaders;
 - b. Township and Village residents; and
 - c. The Board of Supervisors.

Description of the Affected Geographic Area

The Committee proposed to the Board of Supervisors a study area that is somewhat larger than the Village proper, in order to recognize that the causes and effects of traffic and land-use issues go beyond the four corners of the Linglestown Square.

The Board adopted a geographic study area of the Village of Linglestown which we call the “Village Area,” described as the following:

- North to South: From the intersection of Parkway East and Blue Mountain Parkway, south to Catherine Street.
- East to West: From the intersection of Linglestown Road and Parkway East, west to Colonial Club Drive.
- Core Village: The historic Town of St. Thomas runs east-west from Balthaser Street to Blue Mountain Parkway, north-south from the stream at the north end of the Linglestown United Methodist Church property, to the south end of Koons Park.

The “Area” includes the principal traffic intersections of Linglestown Road at Balthaser Street, at N. Mountain Road (east side), and at Blue Mountain Parkway (west side). The Committee’s study and recommendations reflect the fact that causes and impacts extend beyond the limits of any particular project.



Developing the Vision

The community visioning process was a highly open and public one. The Committee sought, and secured input, from virtually all affected persons and interests in the greater Linglestown community.

Preliminary Research

The Committee worked in groups to study the issues facing the Village area. The group also discussed the work at monthly, publicly advertised, open meetings.

The Committee consciously sought to maximize the participation of residents and businesses throughout the planning process, seeking input from the broader community and from local residents and businesses. Each phase of the process built on preceding phases. For instance, a survey of “key persons” used a questionnaire which relied on information studied in the preceding months. Written survey instruments relied on the interview results from this work. The subsequent community meeting “charrette,” in turn, relied on all of the above. Detailed results appear in a “Working Document” available for public review.

Because the study and community involvement efforts required much more work than a group of volunteers could put in alone, the Committee obtained the Board’s approval to hire the Pennsylvania Environmental Council as Committee staff.



The Village of Linglestown Action Plan

A team headed by certified planner, Anna Breinich, provided superb counsel and extraordinary efforts in carrying out the Committee's mission.

The community-based process allowed for new ideas and reexamination of old ones with the objective to insure the participation of as many stakeholders as practicable.

The working document contains the results of "key person" interviews, surveys, results of the two-day community planning charrette, and notes from the final public meeting. It is available upon request.

The development of a community-based vision for the Village of Linglestown entailed gathering input from all segments of the population, including interviews with key community leaders, a door-to-door survey of Village residents and businesses, a two-part visioning exercise with children participating from a Parks & Recreation summer day camp program, located at the Linglestown Elementary School, a village walkabout, a two-day community charrette, and a final public meeting on the Action Plan.

Door-to-door village survey/key person interviews

The Committee decided that both key person interviews and a door-to-door survey of residents and business owners would provide the best information regarding opinions and views of Linglestown. Upon the Committee's approval of the key person interview questionnaire, the persons to be interviewed and the door-to-door survey instrument, the staff conducted interviews and the door-to-door survey.

Staff conducted the key person interviews during July, 1999, spanning approximately three weeks, usually at the interviewee's place of business or residence. The interviews averaged approximately 45 minutes. Of the 25 key persons identified, 24 agreed to be interviewed.

The door-to-door survey was conducted over a two-week period at the end of July. Flyers were distributed in advance to the survey area's roughly 80 businesses and residents prior to the actual survey as an introduction. In order to obtain the highest response, the door-to-door survey was conducted over eight days, mostly in the late afternoon/early evening hours. In addition, surveying occurred on two mornings in order to reach those who might be home during the day, and businesses who operated during normal working hours. For their convenience, residents and business owners were given the option of setting up appointments for the survey, if the times did not fit into their schedules.

The Committee took extra effort to insure maximum citizen participation. It asked staff to put in a substantial effort to contact each and every resident and business owner within the designated survey area. Staff canvassed the survey area at least twice in an attempt to obtain responses from those who were missed on the preliminary effort. On the last surveying day, the area was canvassed once more and surveys were left in the doors of those residents and businesses who had not been contacted up to that point. A flyer was attached to the surveys explaining that, although the time for door-to-door surveys had expired, the recipients of the flyer still had an opportunity to voice their opinions by filling out the survey and dropping it in the mail (postage prepaid).

Children's visioning exercises

A group of children and adults are gathered outdoors in front of a house. A man in a dark shirt is pointing at a large yellow sheet of paper held by a child. Other children are looking on with interest. The house in the background has a gabled roof and a small porch.

Approximately 16-18 children, ranging in age from 6 -12 years, participated in the exercises. The first exercise included a walkabout around the Village of Linglestown with an oral history provided by Committee member and Village historian, Bill Minsker. During the walk, Minsker pointed out buildings and features and explained in basic terms

The 16 children created two villages. One of the 12-year-old participants presented one “Village” at a televised Lower Paxton Township Board of Supervisors meeting.

[illegible]

Kids like town the way it is



The Village of Linglestown Action Plan

occur in their community. The children were also exposed to the concept of development and what types of impacts could arise if development was done improperly. Finally, the children saw a connection to expressing their views and community decisions, as (1) their representative “Village” was presented to the Township Supervisors and (2) their “Villages” appeared at the community charrette.

Village walkabout

A Village walkabout was held as a publicized, pre-charrette activity. Approximately 60 residents participated in the two-hour walkabout, held the Sunday prior to the charrette, on October 3, 1999. The walkabout, led by Bill Minsker, was similar to that held for the children earlier in the process. It provided an introduction to the project, an historical perspective of the Village of Linglestown/Town of St. Thomas, identified issues, and generated interest in the upcoming charrette. Participants received disposable cameras to take photographs of what was special to them. The photos were used as additional input at the charrette.



Village Charrette Workshop

The Committee hosted an open community planning meeting, a design “charrette”, on Friday and Saturday, October 8-9, 1999. Just over 200 people participated, as well as a team of experienced planners, designers and engineers from Ball State University and two local engineering firms. The Committee spent about three months preparing for the event, and relied heavily on the contributions of local volunteers.

The Linglestown Community Charrette helped residents and businesses visualize the community’s vision of who it was, where it was going, and its vision and dreams for the future.

The following visualizations are presented as *idea pieces* or *concept drawings*, intended to paint a picture of the possibilities.

Among the outcomes of the charrette was the formation of the Linglestown Area Civic Association, an unincorporated nonprofit group of businesses and residents.



The Charrette Process

The Linglestown Community Charrette provided the community with an opportunity to "visualize their vision." The charrette used the photographs the residents and children took, historic photographs of the community, aerial photographs and maps of the area as focal points for discussion.

A series of focus groups or community residents, businesses and charrette team members organized to discuss the issues identified from the community surveys and key person interviews. Using markers and tracing paper laid over base maps, the participants in each group outlined important issues and made recommendations for improvements. Each team developed a "Top Ten List" of key Assets, Liabilities, Needs and Dreams. The lists were posted on the wall and each participant was given a strip of seven colored dots, one with a star, and asked to "vote" for their "most important" issues. The star representing their highest priority. The number of dots and stars indicated the highest priorities of the community.

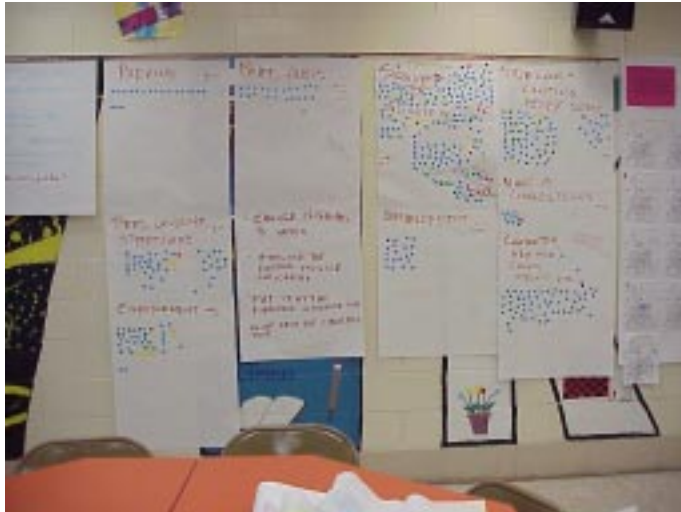
Participants were also asked to write comments on the pictures taken earlier and mounted on the walls. This provided commentary on the "character preferences" of the community.

After several large and small group discussions and design breakouts, often around food brought in by local businesses and organizations, the charrette team

developed a series of "idea pieces" reflecting many of the ideas offered by the community. These were typically presented as "before" and "after" illustrations using photographs and maps.

These drawings were the foundation for discussion by the community on the second day of the charrette. They also serve as the heart of the recommendations that follow.





The Story of the Dots...



Design Breakouts...



The Picture Wall...



Small Group Discussions...

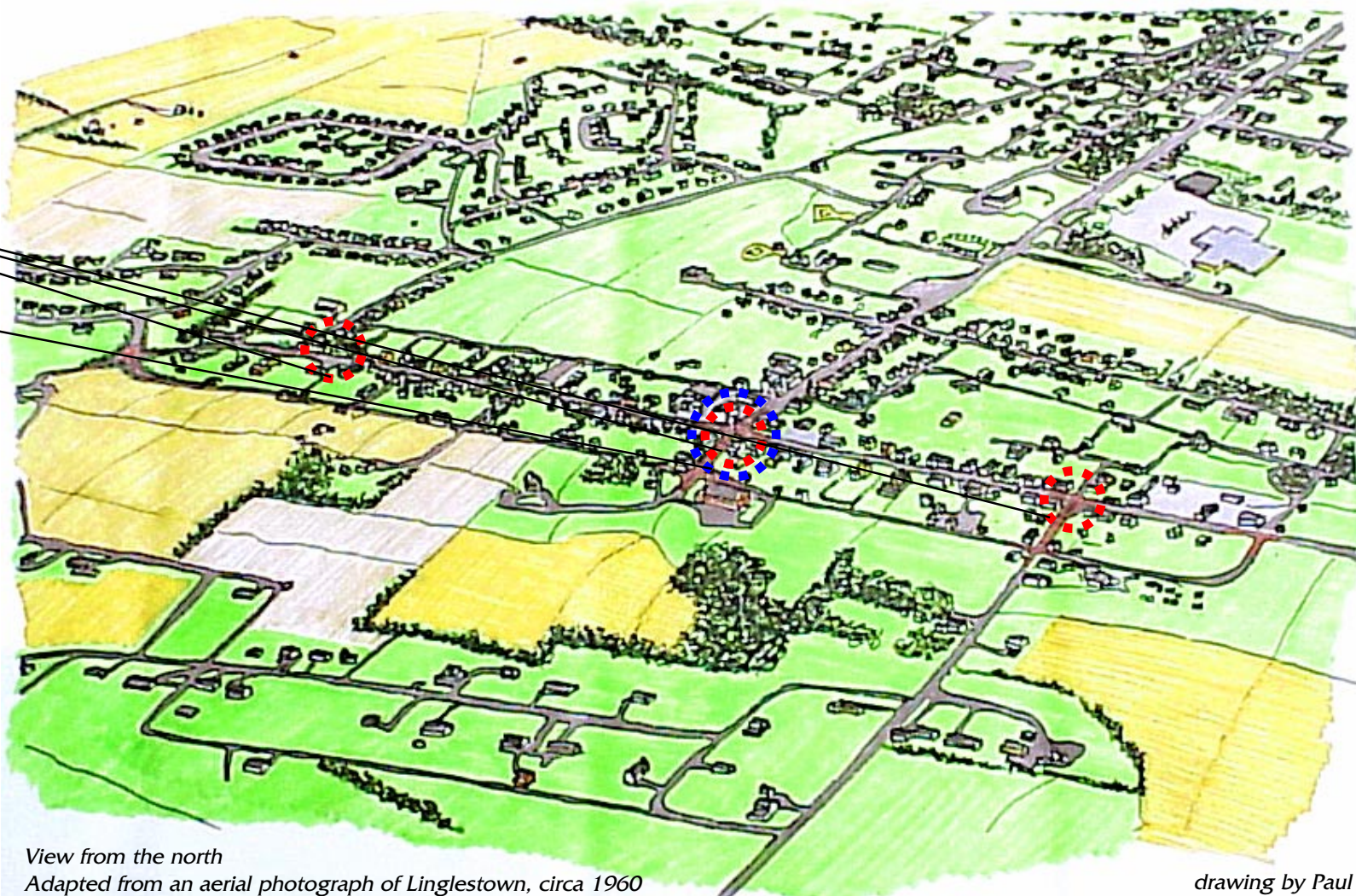
Overall Plan for Linglestown...

The community saw several key issues as being central to the future vitality of Linglestown:

- Improve traffic flow throughout the Village;
- Preserve small town character and overall aesthetics;
- Preserve the historic structures along Linglestown Road and Blue Mountain Parkway, and enhance the visual character of the Village Square;
- Preserve and enhance the community's identity, especially the landmark flagpole;
- Provide alternative pedestrian and bicycle routes through the Village;
- Improve and enhance the infrastructure systems in the Village and provide better parking;
- Enhance the economic base of Linglestown through small businesses while discouraging sprawl; and
- Provide for community-building activities and restore the Linglestown *sense of community*, and share it with others.

Some of these ideas can be seen in the drawing on the facing page. Others are suggested on the following pages:

- Enhance the critical intersections along Linglestown Road:
 - Balthaser Street
 - *The Square*
 - Blue Mountain Parkway
- Redevelop the *Square* as the central focus of the community and the centerpiece of Linglestown's identity.
- Preserve and protect area farms from development, or encourage development to utilize cluster development patterns that preserve the functional and aesthetic aspects of the farms.



*View from the north
Adapted from an aerial photograph of Linglestown, circa 1960*

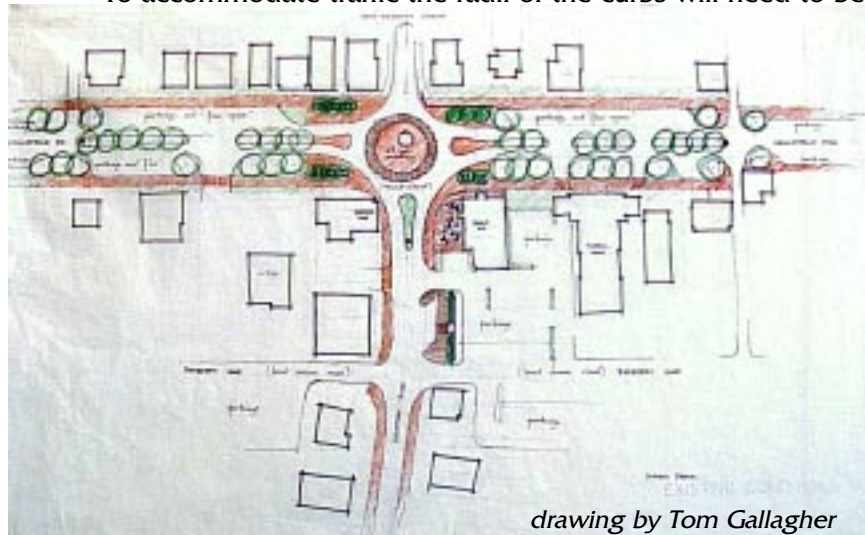
drawing by Paul Howey

The Village of Linglestown Action Plan

The Square

The Linglestown Village Square is the traditional heart of the community. Its character, especially the landmark flagpole is a large part of the community's identity and character. The character of the Square should be enhanced and celebrated:

- The flagpole should be placed at the center of a traffic roundabout.
- The traffic roundabout and the flagpole should serve not only as the ceremonial *Heart of the Village* but also as a traffic calming device that slows down traffic through the Village, and discourages pass-through truck traffic through town.
- It can serve as the location of the Community Christmas Tree and other celebrations.
- To accommodate traffic the radii of the curbs will need to be



softened. Bollards (stationary posts, usually made of reinforced concrete or decorative iron) should be installed to help in pedestrian safety. A *rolling curb* could be installed on the traffic roundabout to facilitate large vehicle circulation.

- Traffic control devices are probably not necessary with the traffic roundabout, but should be evaluated more thoroughly.
- Planted *traffic islands* should be placed as pedestrian crossing islands.
- The landscaping on the Square should be enhanced.
- Rolling curbs should be installed along the streets in the Square to facilitate event activities and parking.





- Restored, higher steeple on church to act as village landmark.
- Enhance landscaping
- Flagpole & traffic roundabout
- Rolling curbs to facilitate activities and parking
- Traffic islands
- Enhance parallel parking
- Sidewalk cafe
- Improve sidewalks
- Pocket park
- Parking lot enhancement
- Linglestown Market & parking lot

The Village of Linglestown Action Plan

The Square - Looking South

- Bollards to provide pedestrian safety
- “Bump Outs” visually narrow street and have a traffic calming effect
- Cannons restored to the traffic roundabout
- Planting boxes and trash receptacles
- Period, decorative lighting with banners
- Pedestrian crosswalks of bluestone pavers
- Awnings on building facades
- Curb ramps for handicap accessibility
- Enhanced landscaping



current



proposed

drawing by Lohren Deeg

The Eagle Hotel

- Facade enhancement
- Outdoor seating area
 - Can be used for additional parking during peak hours
 - Rolling curbs provide access for parking and activity spaces during events
- Awnings for color and weather/sun protection
- New parking lot behind
- Market area can be used for parking or events (Oktoberfest, etc.)



current



proposed

The Square - Linglestown Road

- Planting strips to protect pedestrians
- Parallel parking - marked spaces
- Enhanced sidewalks
- Enhanced landscape





proposed

drawing by Lohren Deeg

The Square - Linglestown Road

- Enhanced sidewalks
- Pedestrian scale, period lighting fixtures
- Bike lanes
- Planting islands and traffic roundabout
- Enhanced landscaping
- Note: Parking on *flex space* in front of Eagle Hotel





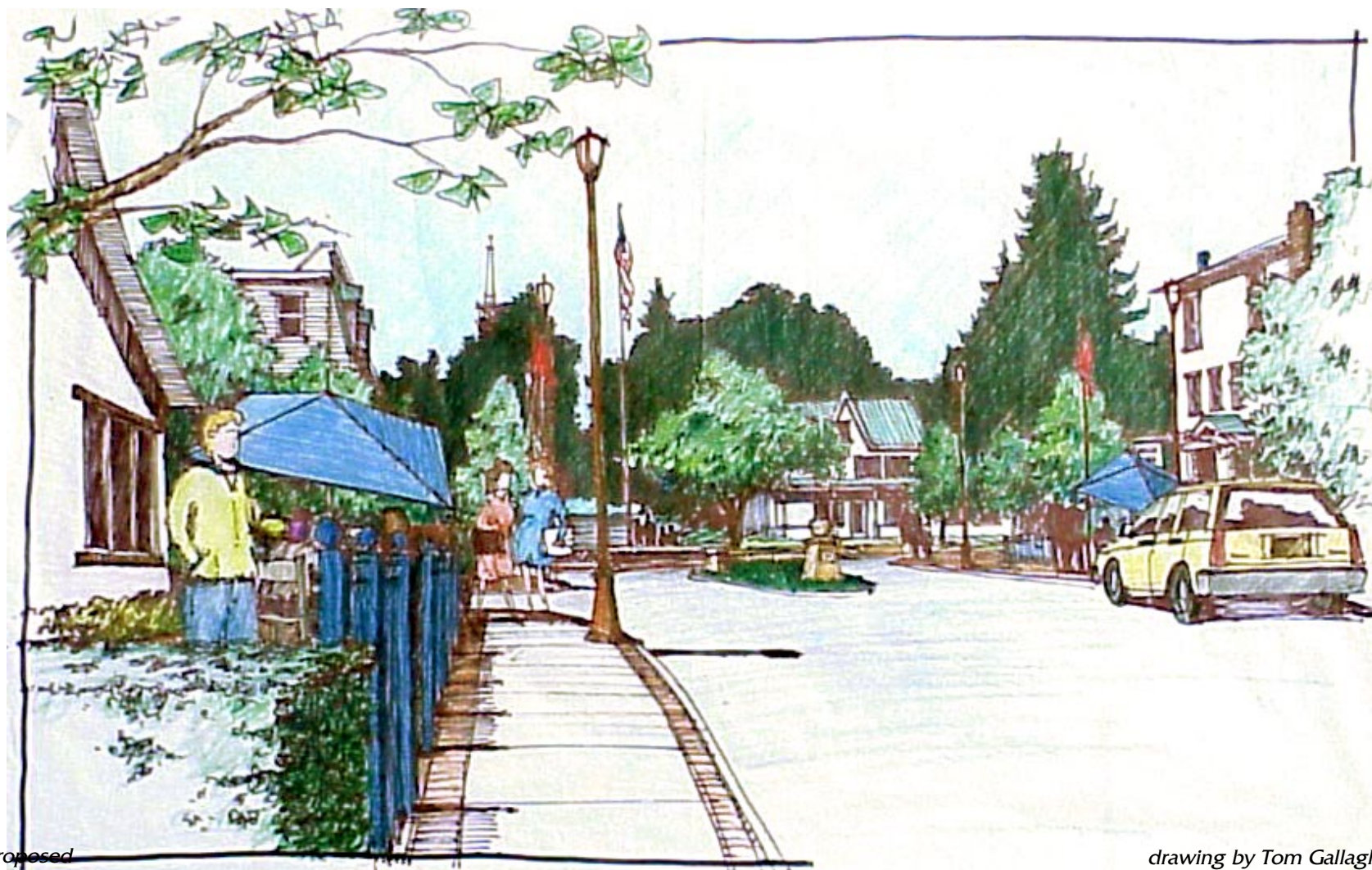
proposed

drawing by Lohren Deeg

The Square - North Mountain Road (looking north)

- Sidewalks installed
- Human scale, period lighting
- Landscaped pedestrian island with decorative bollards
- Enhanced landscaping
- Restored spire on church to serve as landmark
- Traffic roundabout with flagpole





drawing by Tom Gallagher

North Mountain Road - Looking North

- Sidewalks installed
- Bike lanes
- Human scale, period lighting - with banners
- Enhanced landscaping
- Consistent signage - more in character with community image





proposed

drawing by Lohren Deeg

The Village of Linglestown Action Plan

The Square - WinterFest

- Sidewalks enhanced
- Human scale, period lighting
- Traffic roundabout/flagpole site of Community Christmas Tree
- Linglestown Road closed to traffic for WinterFest





proposed

drawing by Tom Gallagher

The Square - Landscape Enhancements and Signage

- Sidewalks enhanced with planting strips - help serve as traffic calming device
- Clearly defined curb cuts
- Human scale, period lighting
- Planting strips/boulevard/pedestrian island to direct traffic around traffic roundabout
- Ground level signage
- Banners to add *color* and celebrate community events





proposed

drawing by Tom Gallagher

The Village of Linglestown Action Plan

Blue Mountain Parkway

- Sidewalks enhanced
- Human scale, period lighting with banners
- Characteristic signage
- Parking *bays*
- Pedestrian *bump-outs* at corners to facilitate pedestrian crossing and to calm traffic
- Traffic island on Blue Mountain Parkway to reduce traffic conflicts



current



proposed

drawing by Lohren Deeg

Blue Mountain Parkway

- Planted traffic island with road sign
- Enhanced turning radius for school buses
- Separated traffic lanes to facilitate turning
- Mature trees should be saved



current



proposed

drawing by Paul Howey

The Village of Linglestown Action Plan

West Gate

- *Welcome to Linglestown* sign - landscaped, bottom lit
- Traffic light to help manage traffic flow
- Bus shelter
- New light/signal standards maintaining character
- Sidewalks/bike lanes





Balthaser Street Intersection

- Sidewalks installed
- Planting strips for buffer between traffic and pedestrians
- Human scale, period lighting with banners
- Clearly marked crosswalk to facilitate crossing



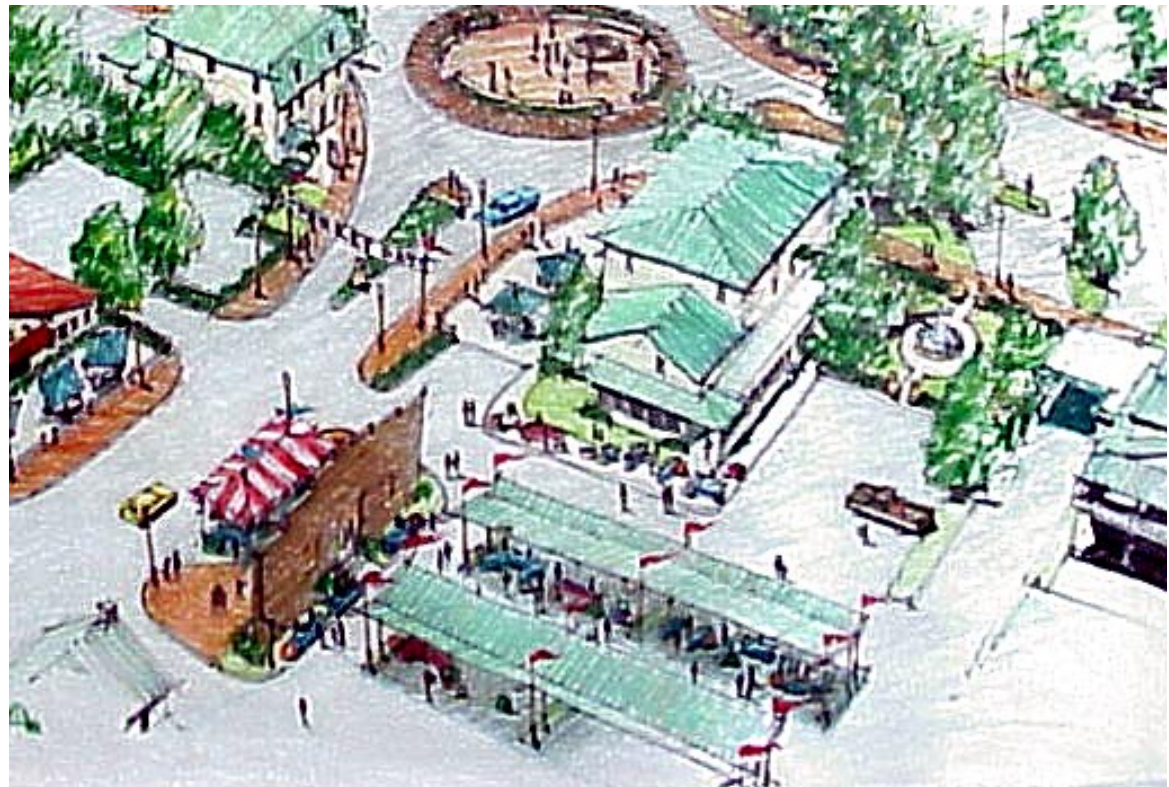


proposed

drawing by Lohren Deeg

Linglestown Market and Parking Lot

- On site of former antique shop
- Facade saved - rear of building removed
- During the week, and at peak times - parking for Village businesses
- Weekends - activity space
 - Linglestown Community Market
 - Farmers' Market
 - Artists' Market
 - Flea Market
 - Antique shows
- Could serve as outdoor *BierGarten* for Eagle Hotel
- Tents, canopies can be set-up for events, markets, etc.
- More permanent shelters could eventually be installed, but still used for parking when market not in operation.
- Additional parking north of market (east of Eagle Hotel)



Making The Vision Real...

A VISION:

The overall image of what a community wants to be and how it wants to look at some point in the future.

*A Guide to Community Visioning
Oregon Visioning Project
Oregon Chapter,
American Planning Association*

In keeping with this definition of a “Vision,” the residents and businesses of the Village of Linglestown through the Committee, the interviews and surveys, and the charrette, and through their comments to this report in its draft form, have determined as a community what is important and how the community moves forward. A number of community-based proposals were developed through the charrette process. The Committee reviewed and refined them into goals and actions. The Committee is pleased to find that most of the proposals enunciated at the charrette have proved consistent with the information developed during the preceding phases of the study and community interactions.

The Committee has presented this Action Plan to the community and incorporated comments into this document. A *Working Document* will be available upon the adoption of the plan by the Lower Paxton Township Board of Supervisors. The *Working Document* includes the details of the process and its results.

Proposed Action Plan

A series of actions or investments are proposed. Some are higher priority, and/or more immediate than others. Actions have been organized under five goals. It is critical to the analysis that all goals be viewed as part of a whole. That is, a piecemeal approach, or taking some proposals in isolation, will probably not accomplish the particular purpose for which an action is proposed.

Because the integrated approach is critical, included in this section are many activities that are not seen as a high priority for the Township, but which other organizations may profitably undertake. They should be coordinated with any action plan which the Township develops.

The integrated approach allows Linglestown improvements to proceed in a fiscally prudent and efficient manner. For instance, if the roadway at the square is to be altered, and if public water is to be provided to the Village, the water lines should be laid while the road is excavated. Another example: If the speed limit in the Village is lowered to 25 miles per hour, placing signage must accompany the installation of “traffic calming” devices, like striping and traffic islands. Otherwise, drivers may tend to ignore the posted speed limits.

A key aspect of the integration is the availability and timing of funding. This Action Plan anticipates that the Commonwealth and other funders will participate in a well-thought-out program as a model of 21st Century Pennsylvania sustainable development. If funding becomes available for lower priority actions, such actions should be incorporated into plans now, rather than later.

The Lower Paxton Board of Supervisors should conduct a technical feasibility study of the integrated Action Plan to determine scope, schedule and cost of all high priority actions. Such a study will

present the Board with additional decisions. Thereafter, an engineering and design study should integrate each relevant action in a development and safety plan. The engineering and design work should produce the plans and specifications necessary to implement the Plan.

It is recommended that the Village of Linglestown Committee be designated by the Board of Supervisors to coordinate plan implementation, communicate progress to the public, and recommend plan revisions and enhancements as additional information, and public and private funding sources, become available. The Committee could carefully coordinate all activities so that the Township and its citizens receive the best value for their dollars.

The internal studies and the public process described above presented a variety of options. The best, most recent information was used. However, as a multi-year action plan develops, it must adjust to advances in technology and knowledge in the areas of traffic safety and community sustainable development.

This Action Plan presents goals and actions in order of priority as follows:

- **High Priority:** The action is important and work should begin immediately.
- **Medium Priority:** The action is useful and work should begin within 1-3 years.
- **Low Priority:** The action is not something the Township should do at this time, but the Township should reevaluate these projects within 3 - 5 years.
- **Not recommended:** The item was considered and rejected.

The Action Plan also identifies "Responsible Entities." In many cases it was determined that multiple jurisdictions, offices and/or organizations would be responsible for an action. The first entity listed for each action is recommended for primary responsibility in its implementation. Potential funding sources are also listed.

Since the drafting of this Action Plan, several actions are now underway and are so noted.

Goal I:

Improve traffic flow throughout the extended village area while preserving small town character and aesthetics.

1. Conduct a study to determine the feasibility of all integrated actions of this Goal 1.

Priority Level:	High
Responsible Entities:	Lower Paxton Township Board of Supervisors; Village of Linglestown Committee
Potential Funding Sources:	PennDOT (numerous programs); DCED (CRA Program); Lower Paxton Township

2. Improve the intersection of N. Mountain Road and Linglestown Road with an emphasis on creating a roundabout, and maintaining and enhancing the flagpole.

Priority Level:	High
Responsible Entities:	Lower Paxton Township Board of Supervisors; Village of Linglestown Committee; PennDOT
Potential Funding Sources:	PennDOT (numerous programs); Lower Paxton Township; In-kind services by Village of Linglestown Committee and local businesses; Community fund-raisers

3. Improve the intersection of Blue Mountain Parkway and Linglestown Road by examining the feasibility of community-identified solutions.

Priority Level: High

Responsible Entities: Village of Linglestown Committee; Lower Paxton Township Board of Supervisors; PennDOT

Potential Funding Sources: PennDOT (numerous programs); Lower Paxton Township; In-kind services by Village of Linglestown Committee and local businesses; Community fund-raisers

Possible solutions:

- Create a turning lane with an island separating outgoing Blue Mountain Parkway traffic from incoming Linglestown Road traffic. Add right and left turn lanes with enhanced crosswalks and yield signs.

Priority Level: High

Responsible Entities: Village of Linglestown Committee; Lower Paxton Township Board of Supervisors; PennDOT

Potential Funding Sources: PennDOT (numerous programs); Lower Paxton Township; In-kind services by Village of Linglestown Committee and local businesses; Community fund-raisers

- Create a new intersection of Blue Mountain Parkway and Linglestown Road at a location to be determined at a later date.

Priority Level: Low

Responsible Entities: Village of Linglestown Committee; Lower Paxton Township Board of Supervisors; PennDOT

Potential Funding Sources: PennDOT (numerous programs); Lower Paxton Township; In-kind services by Village of Linglestown Committee and local businesses; Community fund-raisers.

4. Install historically-appropriate traffic control and/or calming devices leading into the major intersections of Linglestown Road and North Mountain Road, Balthaser Street, and Blue Mountain Parkway. Determine the need for traffic calming at all approaches to North Mountain Road and along Blue Ridge Avenue.

Priority Level:	High
Responsible Entities:	Village of Linglestown Committee; Lower Paxton Township Board of Supervisors; PennDOT
Potential Funding Sources:	PennDOT (numerous programs); Lower Paxton Township; In-kind services by Village of Linglestown Committee and local businesses; Community fund-raisers

5. Select and improve alleys for ancillary access and pedestrian walkways/bikeways.

Priority Level:	High
Responsible Entities:	Village of Linglestown Committee; Lower Paxton Township Board of Supervisors
Potential Funding Sources:	PennDOT (numerous programs); DCNR (Keystone 93/Growing Greener); Lower Paxton Township; In-kind services by Village of Linglestown Committee and local businesses; Community fund-raisers

6. Limit semi-truck traffic through the Village area and monitor enforcement and effectiveness. Work with West Hanover Township officials to further limit drive-through truck traffic.

Priority Level:	High
Responsible Entities:	Lower Paxton Township Board of Supervisors; PennDOT; Village of Linglestown Committee
Potential Funding Sources:	Lower Paxton Township as part of police protection services

7. Coordinate all other improvements to public services and utilities with traffic improvements.

Priority Level: High

Responsible Entities: Lower Paxton Township Board of Supervisors; PennDOT; Municipal Authority; Private utilities

Potential Funding Sources: PennDOT (numerous programs); Dauphin County CDBG Program; PennVest; Lower Paxton Township; United Water Co.

8. Decrease posted speed limit from 35 miles per hour to 25 miles per hour throughout Village area. Install “reduce speed ahead” signs.

Priority Level: High

Responsible Entities: PennDOT; Lower Paxton Township Board of Supervisors; Village of Linglestown Committee

Potential Funding Sources: PennDOT (numerous programs); Lower Paxton Township

9. Move the CAT bus stop from present location at Linglestown Square to a less congested/more pedestrian-oriented site in order to improve flow, visibility and user safety.

Priority Level: High

Responsible Entities: Capital Area Transit; PennDOT; Lower Paxton Township Board of Supervisors; Village of Linglestown Committee/Linglestown Area Civic Association

Potential Funding Sources: PennDOT (numerous programs); Lower Paxton Township

10. Identify and develop off-street parking opportunities within the Village area to mitigate loss of existing parking.

Priority Level: High

Responsible Entity: Lower Paxton Township

Potential Funding Sources: DCED (CRA Program)

11. Complete a streetscape plan for the Village area to address the following:

- a. Improve pedestrian/bicycle connectivity throughout the Village area.
- b. Maintain existing trees and plantings throughout the Village area. Conduct and implement an urban forestry assessment to determine the health of existing trees and the need for infill.
- c. Install historically appropriate street furniture, lighting, sidewalk and paving material, vegetated dividers and/or medians on approaches to the Village, and signage.
- d. Insure compatibility of Township zoning, subdivision and land development, and building regulations with Village development characteristics.

Priority Level: High

Responsible Entities: Lower Paxton Township Board of Supervisors; Village of Linglestown Committee

Potential Funding Sources: DCED (numerous community and economic development programs); PennDOT Sustainable Communities Program; Dauphin County CDBG Program; Lower Paxton Township; In-kind services of the Village of Linglestown Committee, Local businesses; Community fund-raising

12. Make grading changes to improve the sight distance at the intersection of Balthaser Street and Linglestown Road.

Priority Level: High

Responsible Entities: PennDOT; Lower Paxton Township Board of Supervisors; Village of Linglestown Committee

Potential Funding Sources: PennDOT; Lower Paxton Township Board of Supervisors

13. Evaluate the existing storm water drainage system and revise the existing storm water management plan for the Village area.

- a. Give particular attention to North Mountain Road, south of the Square, to the adjoining alleys and to periodic flooding to the south of Linglestown Road, west of the Square.
- b. Examine the use of retention ponds and permeable surfaces, in place of concrete pipe collection systems.
- c. Complete a feasibility study to review the potential for pasture land utilization for storm water retention, thereby creating a water impoundment area for recreational uses.

Priority Level: High

Responsible Entities: Lower Paxton Township Board of Supervisors; Dauphin County Planning Commission and Conservation District; PennDOT

Potential Funding Sources: DEP (Growing Greener Program/Storm Water Management Planning Program); PennDOT; Lower Paxton Township Board of Supervisors

14. Minimize negative impacts of integrated project construction on Village businesses.

Priority Level: High

Responsible Entities: PennDOT; Lower Paxton Township Board of Supervisors; Linglestown Area Civic Association

Potential Funding Source: PennDOT

15. Determine ways to minimize undesirable “cut- through” traffic within existing residential areas.

Priority Level: Low/Medium

Responsible Entities: Lower Paxton Township Board of Supervisors; Village of Linglestown Committee

Potential Funding Sources: PennDOT; Lower Paxton Township Board of Supervisors

16. Examine potential alternate routes, such as extending Parkway West, paving of Blackberry Lane, or creating an additional N-S or Eastern route to Blue Meadow Farms.

Priority Level: Not Recommended

Responsible Entities: Lower Paxton Township Board of Supervisors; Village of Linglestown Committee

Potential Funding Sources: PennDOT; Lower Paxton Township Board of Supervisors

Goal II:

Improve and enhance existing infrastructure.

1. Relocate utilities underground.

Priority Level:	High
Responsible Entities:	Lower Paxton Township Board of Supervisors; Municipal Authority; Public and Private Utilities
Potential Funding Sources:	PennDOT; Lower Paxton Township Board of Supervisors; Public and private utilities

2. Install public water within Village area.

Priority Level:	High
Responsible Entities:	Lower Paxton Township Board of Supervisors; Residents; United Water Co.
Potential Funding Sources:	Lower Paxton Township Board of Supervisors; PennVest; Dauphin County CDBG Program; United Water Co.

3. Install a power supply and water in the roundabout at the Square.

Priority Level:	High/Medium
Responsible Entities:	Lower Paxton Township Board of Supervisors; Public and Private Utilities
Potential Funding Sources:	Lower Paxton Township Board of Supervisors; PennVest; Dauphin County CDBG Program; Local businesses

4. Determine the feasibility to drain storm water into adjacent pasture land and/or to create a water impoundment area to be utilized as a recreational facility.

Priority Level:	High/Medium
Responsible Entities:	Lower Paxton Township Board of Supervisors; Dauphin County Planning Commission and Conservation District; PennDOT
Potential Funding Sources:	DEP (Growing Greener Program/Storm Water Management Planning Program); PennDOT; Lower Paxton Township Board of Supervisors

5. Consider the lowering of road surfaces where they are higher than yards and sidewalks.

Priority Level:	Medium
Responsible Entities:	Lower Paxton Township Board of Supervisors; PennDOT
Potential Funding Sources:	PennDOT; Lower Paxton Township Board of Supervisors

Goal III:

Enhance aesthetics and preserve older structures along Linglestown Road and North Mountain Road.

1. Add a welcome sign at all entryways into Linglestown.

Priority Level: High

Responsible Entities: Lower Paxton Township Board of Supervisors;
Village of Linglestown Committee

Potential Funding Sources: Lower Paxton Township Board of Supervisors;
Local businesses; Community fund-raisers

2. Review Township zoning, subdivision and land development ordinances, as well as other building- related codes, to determine compatibility with Village character. Consider historic district status. Specific areas for consideration include:

- a. Compatible infill and adjacent new development
- b. Sign regulations
- c. Off-street parking requirements
- d. Lot size, coverage and setback features
- e. Types of residential and nonresidential uses permitted
- f. Size of structure
- g. Access to homes and other structures

Priority Level: High

Responsible Entities: Lower Paxton Township Board of Supervisors;
Village of Linglestown Committee

Potential Funding Sources: Lower Paxton Township Board of Supervisors;
DCED

3. Offer assistance through the Linglestown Area Civic Association to clean up, repaint and restore structures as needed, with available grant resources and volunteers.

Priority Level: Medium

Responsible Entities: Linglestown Area Civic Association; Village of Linglestown Committee

Potential Funding Sources: Habitat for Humanity; Dauphin County CDBG Program; Community Fund-raisers; In-kind Support from local businesses

4. Adopt incentives and other measures to preserve remaining farmland.

Priority Level: Medium

Responsible Entities: Lower Paxton Township Board of Supervisors;
Village of Linglestown Committee

Potential Funding Sources: PA Department of Agriculture (Agricultural Easement Program); Private foundations and land trusts; In-kind services/donations from property owners and private, Non-profit organizations

Status: Underway (petition by residents)

Goal IV:

Restore the Linglestown sense of community and share it with others.

1. Continue to coordinate community activities with the newly organized non-profit Linglestown Area Civic Association.

Priority Level:	High
Responsible Entities:	Village of Linglestown Committee; Linglestown Area Civic Association
Potential Funding Sources:	Private foundations; Community fund-raisers; In-kind services
Status:	Underway

2. Jointly develop an annual calendar of events with the Linglestown Area Civic Association, Linglestown Fire Company and Lower Paxton Township.

Priority Level:	High
Responsible Entities:	Linglestown Area Civic Association; Village of Linglestown Committee
Potential Funding Sources:	Private Foundations; Community Fund-raisers; In-kind Services
Status:	Underway

3. Enhance and promote the historical aspects of the Village area.

Priority Level: High

Responsible Entities: Linglestown Area Civic Association; Village of Linglestown Committee

Potential Funding Sources: PA Historical and Museum Commission; Dauphin County Historical Society; Private foundations; Community fund-raisers

4. Hold an annual Village walkabout.

Priority Level: High

Responsible Entities: Linglestown Area Civic Association; Village of Linglestown Committee

Potential Funding Sources: PA Historical and Museum Commission; Dauphin County Historical Society; Private foundations; Community fund-raisers; In-kind services

5. Provide incentives to restore an historic district within “The Town of St. Thomas.”

Priority Level: High

Responsible Entities: Linglestown Area Civic Association; Village of Linglestown Committee; Lower Paxton Township

Potential Funding Sources: PA Historical and Museum Commission; Dauphin County Historical Society; Private foundations; Community fund-raisers; In-kind services

6. Safely connect neighborhoods to schools, parks and Square/Village area through the use of sidewalks, paths, greenways, trails, and marked crosswalks. Develop a network of walkways, which may require voluntary easements.

Priority Level: High/Medium

Responsible Entities: Linglestown Area Civic Association; Lower Paxton Township Board of Supervisors

Potential Funding Sources: DCNR (Keystone 93 Program); DEP (Growing Greener Program); Private foundations; Lower Paxton Township Board of Supervisors; Volunteers

7. Develop a community resource center and web site.

Priority Level: High/Medium

Responsible Entities: Linglestown Area Civic Association; Village of Linglestown Committee

Potential Funding Sources: Private foundations; Community fund-raisers; Local businesses; In-kind services

Status: Underway (www.linglestown.org)

8. Hold a “fix-up” day in Village area as a community project for residents/volunteers to paint and repair structures throughout the area. Ask businesses to donate supplies.

Priority Level: Medium

Responsible Entity: Linglestown Area Civic Association

Potential Funding Sources: Community fund-raisers; Local businesses; In-kind services; Volunteers

8. Install historical markers throughout the Village area which could then be used for self-guided tours.

Priority Level: Low

Responsible Entity: Linglestown Area Civic Association

Potential Funding Sources: Community fund-raisers; Local businesses; In-kind services; Volunteers

9. Establish a visitor center, preferably in an existing log house.

Priority Level: Low

Responsible Entity: Linglestown Area Civic Association

Potential Funding Sources: Community fund-raisers; Local businesses; In-kind services; Volunteers

Goal V:

Enhance the economic base while protecting the small-town atmosphere from sprawl.

1. Improve parking with a focus on the center of the Village.

Priority Level:	High
Responsible Entities:	Village of Linglestown Committee; Lower Paxton Township Board of Supervisors; Linglestown Area Civic Association
Potential Funding Sources:	See Goal I/Action 10

2. Hold special events through the Linglestown Area Civic Association to draw both residents and nonresidents.

See Goal IV/Action 2

3. Develop a community revitalization plan of action with short and long-term strategies. Include local businesses in the process. The plan should address the following:

- a. Develop financial incentive programs for existing and potential businesses, to include state, federal and community resources.
- b. Conduct an inventory of available property and update the inventory on a regular basis.
- c. Determine types of businesses attractive to area residents.

Priority Level: Low

Responsible: Linglestown Area Civic Association; Local civic and business associations; Dauphin County Department of Economic Development

Potential Funding Sources: DCED; Dauphin County Department of Economic Development; In-kind services

4. Reestablish the Linglestown Business Association.

Priority Level: Low

Responsible: Linglestown Area Civic Association; Dauphin County Department of Economic Development

Potential Funding Sources: In-kind services/Support from local businesses

5. Assist in the development of a Farmer's Market within the Village.

Priority Level: Low